

4-1-04 to 6-30-04

STATEWIDE

COMMERCIAL

3rd QUARTER REPORT FFY04



Nevada Highway Patrol

Colonel David Hosmer

Overview

The report documents highlights for the 3rd Federal Fiscal Quarter beginning 4/01/04 and ending 6/30/04. The goal is to provide a comprehensive report of all commercial MCSAP and Statewide enforcement activity.

Content:

Crash Analysis

MCSAP Activity

Staffing

State Enforcement Activity

Ratios

Upcoming Events

CRASH ANALYSIS AND OVERVIEW Federal Fiscal Year

(Comparison federal fiscal 3rd quarter 2004 to 3rd quarter 2003 and year to date federal fiscal year comparison)

	Federal Fiscal 3rd Quarter 2004	Federal Fiscal 3rd Quarter 2003	% Change	FFY 04 Year to date total	FFY 03 Year to date total
Statewide Crashes					
Total Crashes	4275	4319	-1.02%	13351	12373
Property Crashes [including commercial]	2986	2890	3.32%	9374	8558
Injury Crashes [including commercial]	1241	1388	-10.59%	3839	3690
Fatal Crashes [including commercial]	48	41	17.07%	138	125
Commercial Crashes					
Total number of crashes	243	226	7.52%	789	694
Total number of crashes SC	149	169	-11.83%	524	533
Total number of crashes NC	37	10	270.00%	95	42
Total number of crashes CC	57	47	21.28%	170	119
Total number of property crashes	169	180	-6.11%	579	525
Total number of property crashes SC	105	132	-20.45%	390	397
Total number of property crashes NC	25	12	108.33%	68	37
Total number of property crashes CC	39	36	8.33%	121	91
Total number of injury crashes	72	46	56.52%	202	160
Total number of injury crashes SC	43	35	22.86%	129	128
Total number of injury crashes NC	12	1	1100.00%	27	8
Total number of injury crashes CC	17	10	70.00%	46	24
Total number of fatal crashes	2	3	-33.33%	8	12
Total number of fatal crashes SC	1	2	-50.00%	5	8
Total number of fatal crashes NC	0	0	0.00%	0	0
Total number of fatal crashes CC	1	1	0.00%	3	4

Percentage of commercial crashes to all crashes 6.8%

*Its worth noting that Northern Command has an unusually low percentage of crashes that are commercial @ 1.5%

Percentage of commercial crashes by Region: SC – 61%, NC -15%, CC - 24%

Percentage of commercial fatals by Region: SC – 50%, NC – 0%, CC – 50%

MCSAP GOAL ACTIVITY

	FFY04 3rd Quarter	FFY03 3rd Quarter	% Change	FFY04 Year to Date	FFY04 MCSAP Commercial Goals	% of Goal Achievement
Total Inspections (1,2, & 3) Statewide	5600	5233	7.01%	15527	20000	77.64%
Total Inspections SC	2219	2032	9.20%	5200	7600	68.42%
Total Inspections NC	1643	1408	16.69%	4895	6600	74.17%
Total Inspections CC	1738	1793	-3.07%	5432	5800	93.66%
Total Level 1 Inspections (Statewide)	1630	1857	-12.22%	4103	5000	82.06%
Total Level 1 Inspections SC	701	777	31.01%	1597	1900	84.05%
Total Level 1 Inspections NC	462	545	-15.23%	1255	1650	76.06%
Total Level 1 Inspections CC	467	535	-12.71%	1251	1450	86.28%
Total Level 2 & 3 Inspections (Statewide)	3970	3376	17.59%	11424	15000	76.16%
Total Level 2 & 3 Inspections SC	1518	1255	20.96%	3603	5700	63.21%
Total Level 2 & 3 Inspections NC	1181	863	36.85%	3640	4950	73.54%
Total Level 2 & 3 Inspections CC	1271	1258	1.03%	4181	4350	96.11%
Total Safety Citations (Statewide)	1944	2869	-32.24%	5651	N/A	
Total Safety Repair (Statewide)	12464	16780	-25.72%	34106	N/A	
Total Vehicle Out of Service (Statewide)	895	807	10.90%	2285	N/A	
Total Driver Out of Service (Statewide)	357	472	-24.36%	987	N/A	
Total Check Sites (Statewide)	89	91	-2.20%	271	260	104.23%
Total Check Sites SC	44	31	41.94%	101	100	101.00%
Total Check Sites NC	22	23	-4.35%	69	88	78.41%
Total Check Sites CC	23	37	-37.84%	101	72	140.28%
Total Compliance Reviews (Statewide)	6	13	-53.85%	16	18	88.89%
Total Compliance Reviews SC	0	1	-100.00%	2	6	33.33%
Total Compliance Reviews NC	4	9	-55.56%	11	6	183.33%
Total Compliance Reviews CC	2	3	-33.33%	3	6	50.00%
Total CVSPP Contacts (Statewide)	23	156	-85.26%	128	N/A	
Total CVSPP Contacts SC	1	56	-98.21%	80	N/A	
Total CVSPP Contacts NC	22	93	-76.34%	47	N/A	
Total CVSPP Contacts CC	0	7	-100.00%	1	N/A	

STATEWIDE PROGRAMS

CVSPP PROGRAM

FROM: Sgt. Ed Harney

SUBJECT: CVSP / JOP Report 3rd Quarter 2003-2004

During this quarter the CVSPP meeting was to be held in Elko, but due to a prior commitment by that regions CVSPP Trooper the meeting was moved to Reno. Sgt. Harney conducted the meeting and present was Trooper Ken Roll of the Southern Command and Trooper Wes Brown of the Northern Command. There was no trooper present from the Central Command. The next meeting will be scheduled to take place in Elko. This meeting will include members of the Elko Judicial Community.

The Central Command has not been present at the last two meeting held, nor has any contact information been sent to the Coordinator.

The other two regions reported that they held 23 meeting with various local courts, judges and industry.

- Southern Command; one visit to each of the following courts. Beatty Justice and Boulder City Justice. 4 times with Goodsprings Justice. 7 visits with various personnel of the Las Vegas Justice Court. Trooper Ken Roll also took one judge on a ride a long and demonstrated what is done during an inspection of a commercial motor vehicle.
- Southern Command; also reported that they held 2 meeting with industry in order to provide training and made one power point presentation regarding the CDL.
- Northern Command; one visit to Goodsprings Justice. Two visits to Wadsworth Justice and two visits to Carson City Justice.

These meeting continue to be very productive with each court requesting various types of information. Some of the topics covered during this quarter were again some IFTA information as to how it effects commercial operations, dyed fuel enforcement, overweight citations and some of our inspection procedures. Again during this quarter some courts wanted more information and the patrols input regarding the current bail schedule.

During this quarter meeting the CVSPP's visited the Supreme Court Building in Carson City and met with Michael Bell, Judicial Education Coordinator for the Administrative Office of the Courts. We Discussed the January 2005 calendar for the Goodsprings Judicial meeting. Mr. Bell did not think he would be able to fit us in. He did however invite us to give a presentation at the Education Committee meeting that will be held in Reno on September 17, 2004. The presentation will be about a half hour long and it will regard the Divisions goal of reducing fatal accidents and our plan to accomplish this goal.

NATIONAL CORE PROGRAMS

PUBLIC AWARENESS:

Nevada Motor Transport Association (NMTA) No-Zone Truck

The Nevada Highway Patrol's contract with the Nevada Motor Transport Association was approved by the Board of Examiners and the truck is currently in the shop for repairs. Per Ray Roach, NMTA's Assistant Managing Director, the new motor has been installed and the truck should be on the road on or before the end of June, 2004.

Ogilvy Public Relations

The main focus during this quarter was to produce three No-Zone radio Public Service Announcements (PSA) and secure media buy in for the Reno, Elko and Vegas Markets. The PSA is a standard 60 second spot to run this summer with three versions, one for each Zone-Spot on a commercial vehicle. The PSA's will be broadcast on holiday's, during peak travel time and correspond with the Nevada State Fair and Hot August Nights. Although the PSAs do not specifically mention the tie-ins with these events, it is important that the public is hearing the message via media outlets at the same time that they are seeing hence the level of recall is heightened.

Ogilvy Productions is planning on broadcasting the PSA's at all 4 stations in Elko (KELK, KLKO, KRJC, KTSN). In Reno and Las Vegas Ogilvy Productions is planning on broadcasting the PSA's on the top 4-5 stations that target our audience. In Reno the top stations are KBUL, KRNO, KLCA and KWYL (all English). In Las Vegas the top stations are KXTE, KLUC, KMXB, KSTJ and KOMP (all English).

MEDIA	July					August					September					TOTAL
	21	28	5	12	19	26	2	9	16	23	30	6	13	20		
															-	
Las Vegas															-	
Radio (trps per week)			80	75			80	75			80	75	75		540	\$44,820
															-	
Reno															-	
Radio (trps per week)			75	75		75	75	75	75		75	75	75		675	\$14,175
															-	
Elko															-	
Radio (spots per week)			40	40		40	40	40	40		40	40	40		360	\$9,000
TOTALS:																\$68,000

STATEWIDE

**Johnny Benson and Team Yellow Racing
Nevada Dept. of Public Safety
No Zone Campaign Public Service Announcement**

:60

Hi, I'm Johnny Benson, driver of the #1 Yellow Dodge. When I'm behind the wheel, safety is my number one concern. So when I'm driving on the road next to large vehicles, I don't panic. But I do avoid the No Zone. The No Zone is the area around trucks and busses where accidents occur most often and I make sure I never get stuck in a No Zone. Just remember these tips:

- Trucks have blind spots on both sides. If you can't see the driver's face in his side-view mirror, the driver can't see you. And if the driver needs to change lanes, you could be in danger.
- Driving in front or in back of a truck is never a good idea--those are blind spots, too. If you have to pull in front of a truck, make sure you can see the entire front of the vehicle before you make your move. And once you take the pole position, don't slow down. Trucks need nearly double the time and room to stop as regular cars.
- And whatever you do, don't tailgate! If you're following too close behind a truck and the driver decides to brake, the results could be deadly.

Drive safely Nevada, and always avoid the 'No Zone.'

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Back No Zone Radio Spot – 60 Sec.

Voice Over: The trucking industry is one of the largest industries in Nevada, supplying more than 80 percent of goods for our state. With more and more trucks on Nevada's roadways it's important to avoid the No Zone. No Zones are danger areas around trucks where crashes happen most. Trooper Brad Smith, Nevada Highway Patrol...

Trooper Smith: Approximately 70 percent of accidents involving commercial motor vehicles are the fault of cars. The drivers don't understand the dynamics of a commercial motor vehicle.

Voice Over: That's why it's important to learn how to share the road and to avoid crashes. Nevada truck driver Terry DePew...

Truck Driver: Well, everyday people will tailgate the truck I'm driving. And being that my truck is wider than their car I may not even be aware that they're back there.

Voice Over: Some No Zones are actual blind spots where your car can "disappear" from the view of a truck driver.

Trooper Smith: So the best thing you can do as a driver of a car to get around a truck is go faster than them and get around them where they can see you.

Voice Over: Keep Nevada Trucking...Avoid the No Zone
A message from the Nevada Department of Public Safety

Front No Zone Radio Spot – 60 seconds

Narration: Trucks play a vital role in Nevada's continuing growth: transporting almost 80 percent of all goods, providing jobs, and keeping the economy going. With more and more trucks on Nevada's roadways it's important to avoid the No Zone. No Zones are danger areas around trucks where crashes happen most. Trooper Brad Smith of the Nevada Highway Patrol says it's usually not the trucks that cause collisions.

Trooper Smith: So what a truck driver will do is they will drive with a big area in front of them so that they have a safe zone to stop. What happens is the car sees this 400 foot spot and says, well I'm going to sneak in there. And then they hit their brakes, and the driver doesn't have enough room to stop anymore.

Narration: The No Zone in front of a truck is by far the most dangerous.

Truck Driver: You can't let your guard down for a second.

Voice Over: Nevada truck driver Terry DePew...

Truck Driver: This thing weighs 80,000 pounds and it don't stop on a dime.

We can work together on this, but I need the motoring public's help in avoiding these problems.

Voice Over: Keep Nevada trucking...Avoid the No Zone.
A message from the Nevada Department of Public Safety

DATA COLLECTION AND REPORTING

Based on the Motor Carrier Management Information System (MCMIS) Timeliness Report

Timeliness Uploads	10/01/03-6/30/04 Nevada	FFY 2003 Nevada	10/01/03-6/30/04 Nationally	FFY 2003 Nationally
Inspection Reports	17 days	24 days	16 days	29 days
Crash Entry	34 days	44 days	62 days	121 days

The Nevada Highway Patrol, decided to go with the Verizon Wireless cards as the replacement to CDPDs. 41 wireless cards arrived 6/28/04 and IT Technician, Scott Orvis is currently installing the cards in field computers. An account was created with Verizon and NHP will discontinue AT&T service once the Division is convinced that the new system is functioning properly.

New programs:

New Entrant

Thomas Redican has taken the vacant MCSAP in Headquarters and will report to Sergeant Griswold. His job function will include training and entrant audits. Redican is scheduled to take the "New Entrant Audit Workshop" 6/28/04-7/01/04 in Linthicum Heights, Maryland. Upon his return, he will conduct New Entrant audits at the direction of FMCSA.

Central Command Traffic Troops to perform Level 3 Inspections

The Central Command successfully trained 9 Traffic Troopers to perform level 3 inspections. This is the 1st phase in training all Traffic Troopers in Central Command to perform level 3 inspections.

Nevada Citation / Accident Reporting System (NCATS)

The Nevada Highway Patrol submitted a purchase request for 56 IPAQs to be utilized by commercial enforcement troopers. The funding source was NHP MCSAP roll over money. NCATS is an ambitious project that will help agencies target their traffic control and crash reduction efforts through improved data collection efforts. Trooper Dean Reynolds oversees the NCATS Project for NHP. Trooper Dean Reynolds has assigned Crossroads a software vendor, to design electronic commercial crash data collection forms.

Budget Narrative

Congress has not passed the re-authorization of the Transportation Act, SAFETEA. They have extended the authorization of the existing Transportation Act, TEA-21 to 6/30/04. For the interim, FMCSA has granted NHP \$359,222 or 1st quarter funding at the existing FFY 03 Authorization level and \$444,121 for the 2nd quarter. In addition, NHP closed the FFY 03 grant that had a remaining balance of \$405,515. This brings the grant funding to \$1,208,863. The following budget page assumes full grant funding \$1,102,517 and the \$405,515 roll over balance.

MCSAP Budget***Prepared By Michelle Hamilton*****Budget Status from January 01, 2004 through June 30, 2004:****STATEWIDE**

2004 MCSAP (BASIC GRANT) RECAP

LINE ITEM	Sub-Total	GRANT \$1,508,032.00	Remaining Balance	
		\$1,208,863.00		
				Percentage Remaining
*1 In-Kind Match (4713 salaries)	\$133,567.81	\$275,629.00	\$142,061.19	51.54%
Project Personnel	\$150,019.04	\$388,389.00	\$238,369.96	61.37%
6000-7000 Training & Travel	\$67,879.06	\$137,858.00	\$69,978.94	50.76%
7020-7039 Operating	\$4,281.98	\$22,080.00	\$17,798.02	80.61%
7040-7049 Printing & Copying	\$288.11	\$2,000.00	\$1,711.89	85.59%
7050-7059 Insurance	\$0.00	\$1,200.00	\$1,200.00	100.00%
7060-7089 Contract Services	\$140,346.17	\$251,000.00	\$110,653.83	44.09%
7090-7099 Equipment Repair	\$851.10	\$500.00	(\$351.10)	-70.22%
7100-7129 Rents/Advertising	\$4,130.09	\$48,844.00	\$44,713.91	91.54%
7130-7159 Vehicle Operation	\$2,069.01	\$24,000.00	\$21,930.99	91.38%
7210-7229 PSNET support	\$179.82	\$18,637.00	\$18,457.18	99.04%
7230-7279 Minor Building Imp.	\$278.94	\$500.00	\$221.06	44.21%
7280-7289 Postage	\$4,474.87	\$7,200.00	\$2,725.13	37.85%
7290-7299 Communications	\$21,995.77	\$45,000.00	\$23,004.23	51.12%
7300-7379 Registration & manuals	\$2,826.96	\$20,000.00	\$17,173.04	85.87%
7380-7429 Purchasing Contract	\$6,280.78	\$3,846.00	(\$2,434.78)	-63.31%
7430-7459 Profession Services	\$599.20	\$0.00	(\$599.20)	0.00%
9158 72 Hour Road Check	\$0.00	\$62,000.00	\$62,000.00	100.00%
9158 Strike Force	\$4,752.29	\$45,000.00	\$40,247.71	89.44%
9159 Cost Allocation	\$25,892.00	\$57,007.00	\$31,115.00	54.58%
Project Equipment				
7451-8400 Equipment	\$97,126.00	\$368,912.00	\$271,786.00	73.67%
9999 to be determined	\$0.00	\$172,232.00		
Maintenance of Effort	\$88,290.00	\$264,870.00	\$176,580.00	66.67%
Total Actual Costs	\$756,129.00	\$2,216,704	Total Actual Cost	
Participating Costs:	\$667,839.00	\$1,503,973	Fed Share	
Federal Share - 80%	\$534,271.20	\$375,993	State Share	
TOTAL ACTUAL COST	\$756,129.00	\$674,592	Remaining Balance	44.85%

This is due to Nevada not receiving the full grant amount

AFTER ACTION REPORT 72 HOUR ROAD CHECK

On the week of June 7, 2004, the National 72 Hour Commercial Check Site was held. The site selected for the Nevada operation was the Osino west bound check site in Elko, Nevada. The check site was opened

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by Elko personnel on June 7, 2004, at 2200 hours, and closed by the Reno personnel on June 10, 2004 at 2200 hours.

The purpose of the extended check site was for the detection, deterrence, and removal of unsafe commercial motor vehicles and drivers operating on the interstate system. The primary focus was on vehicle, driver, and load violations with special attention to hazardous material transporters, cargo tank inspections, and intermodal equipment.

The PrePass trailer was in operation for the entire 72 hours, which was delivered by the Las Vegas personnel. PrePass recorded 869 commercial vehicles given a signal to bypass the check site.

During the 72 hour period, 3,939 commercial vehicles passed through the checksite. A total of 326 commercial vehicles were inspected, with 63 vehicles and 7 drivers placed out of service. A total of 689 safety violations and 25 hazardous material safety violations were located. Out of the 689 safety violations, 46 % or 322 were out of service violations. Of the 27 hazardous materials violations 100% or 27 were out of service violations. Fifty-five Citations were issued with a total of 77 violations. Two overweight violations were found on the graveyard shift and cited.

After Action Report

National 72 hour Check Site

PERSONNEL ASSIGNED

COMMAND:

Operations Commander	Lt. Gary Johnson
Assist Operations Commander	Sgt. Wes Masterson
Graveyard Commander	Sgt. Roy Baughman
Day Shift Commander	Sgt. Wayne Wick
Swing Shift Commander	Sgt. Steve Griswold

GRAVEYARD

1 Sergeant
8 Troopers
2 CVSIs
3 Agriculture Inspectors

DAY SHIFT

1 Sergeant
7 Troopers
2 CVSIs
4 Agriculture Inspectors

SWING SHIFT

1 Sergeant
9 Troopers
1 CVSI
4 Agriculture inspectors

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COSTS**Wages: Regular Time (State Funded)**

Rank	Number of Hours	Cost Per Hour	Total
Sergeant	138	\$32.36	\$4,456.68
Trooper	856	\$29.55	\$25,294.80
CVSI	186	\$24.71	\$4,596.06
		TOTAL	\$34,356.54

Wages: Overtime

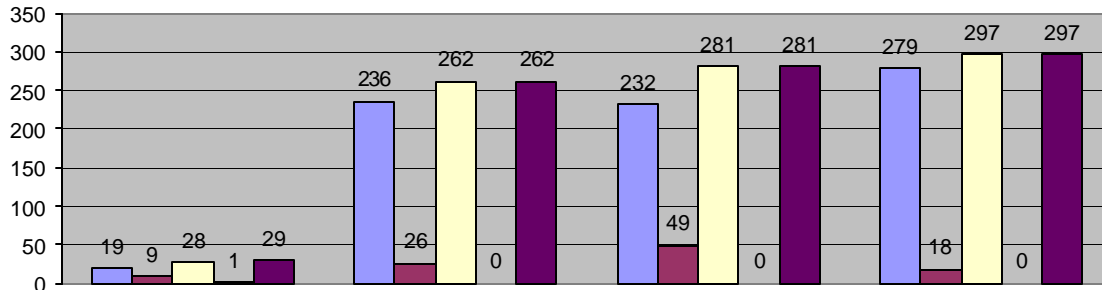
Rank	Number of Hours	Cost Per Hour	Total
Sergeant	21	\$48.54	\$1019.34
Trooper	42	\$44.33	\$1,861.86
CVSI	5	\$37.07	\$185.35
		TOTAL	\$3,066.55

After Action Report**National 72 hour Check Site****Per Diem**

Type of Meal / Lodging	Number of Meals/Rooms	Cost Per Meal/Rooms	Total
Breakfast	93	\$5.50	\$511.50
Lunch	103	\$6.50	\$669.50
Dinner	76	\$14.00	\$1,064.00
Lodging	84	\$58.00	\$4,872.00
		TOTAL	\$7,117.00

TOTAL COST \$44,540.09

**Elko, NV
Road Check 2004**



	07-Jun-04	08-Jun-04	09-Jun-04	10-Jun-04
Billable	19	236	232	279
Pullin	9	26	49	18
Open Total	28	262	281	297
Closed Total	1	0	0	0
Total Activity	29	262	281	297

NEVADA HIGHWAY PATROL															
JUNE 2004 Roadcheck Summary															

MCSAP COMMAND / SAFESTAT SUMMARIES

The following data is based on Regional Quarterly & Monthly SafeStat Reports as they apply to MCSAP Activity

Southern Command:

April 04 –

COMMERCIAL CRASH ANALYSIS

The Southern Command preliminary documentation shows a decrease in the overall number of commercial vehicle crashes. We have completed 36 commercial crash reports for the month of April 2004, compared to 49 in April 2003. Of the commercial crashes investigated this month there were no fatalities, 7 resulted in injuries, and the remainder were property damage only. Crashes involving commercial vehicles represented 3.7% of the total crashes handled by Southern Command in March 2004. Commercial Operations will continue to focus on hazardous moving, and out-of-service violations, which cause or contribute to crashes.

COMMERCIAL FIELD ENFORCEMENT

The Southern Command Commercial Operations is continuing to show decreases in hazardous moving citations issued (59%) and other traffic violation citations (60%), when compared to the same period in 2003. When compared to March of 2004, the decrease is 23% for hazardous moving, and 1% for other traffic violations. Safety inspections have increased by 5% over March, but have decreased when compared to the same period in 2003, by 18%.

COMMERCIAL OPERATIONS ANALYSIS

Commercial Enforcement is reflecting a 0% vacancy rate. As noted in prior SafeStat reports, the Southern Command Commercial Enforcement Operation is carrying 12 positions in administrative assignments. The 12 administrative positions include 6 trooper PCN's that were transferred to Commercial Operations from traffic, with those personnel still remaining in traffic. One trooper position is assigned to background investigations; one sergeant and one trooper handle administrative assignments for Commercial Operations. The Southern Command Commercial Operations Section is striving to obtain refresher training for our seasoned Commercial troopers. Training instructed, or attended by, Southern Command Commercial personnel decreased 18.5% or 401 hours in April, when compared to 676 hours in March. Compared to April 2003, training increased 12.4 % for the month of April.

Training included:

- Cargo Tank
- First Responder
- Compliance Review
- HazMat Transportation Certification

May 04 –

COMMERCIAL CRASH ANALYSIS

The Southern Command preliminary documentation shows a decrease in the overall number of commercial vehicle crashes. We have completed 53 commercial crash reports for the month of May 2004, compared to 67 in May 2003. Of the commercial crashes investigated this month there was one fatality, 14 resulted in injuries, and the remainder were property damage only. Crashes involving commercial vehicles represented 4.9% of the total crashes handled by Southern Command in May 2004. Commercial Operations will continue to focus on hazardous moving and out-of-service violations, which cause or contribute to crashes.

COMMERCIAL FIELD ENFORCEMENT ANALYSIS

The Southern Command Commercial Operations for the month of May 2004, as compared to April has shown an increase in enforcement and inspections. These increases include hazardous moving violations up 95%, traffic citations up 49%, and safety violations up 82%. Vehicle inspections have increased 35%, and overweight violations have reported an increase of 176 %.

A comparison of May 2004 with May 2003 reflects an average 40% reduction in activity. In May 2004, there were 40% fewer personnel in Southern Command's Commercial Operations to generate activity.

An increase in tour buses traveling to state line destinations on weekends has been reported. Typically, the tour buses that run on weekends to the smaller state line resorts travel while NHP's check sites are closed. Southern Command Commercial Operations will increase inspection activities at state line resorts during weekends, in an effort to catch the unsafe buses that intentionally avoid check site inspections.

COMMERCIAL OPERATIONS

For the month of May 2004, the Southern Command Commercial Operations had 2 sergeants, 1 acting sergeant, 12 (troopers of which 2 are in rural posts) and 4 CVSI's. One acting sergeant is on administrative assignment, 1 trooper remains on extended sick leave. One trooper is assigned to a full-time back ground investigator position. Commercial Operations is currently carrying one trooper vacancy and one sergeant vacancy. Six trooper positions are assigned to traffic and will be counted as administrative positions until they report to Commercial Operations. With administrative assignments, and extended sick leave Southern Command Commercial Operations activity was generated by 10 troopers and 2 sergeants.

COMMERCIAL CRASH ANALYSIS

Of the total crashes in the Southern Command, 6% involved commercial motor vehicles. The month of June 2004 showed a 13% increase in commercial crashes compared to the same time period in 2003. Of the commercial crashes investigated by the Southern Command in June of 2004 there was a 13% decrease when compared to May 2004. Injury crashes increased by 120% compared to June 2003 and increased 57% compared to last month. The commercial vehicle/driver was at fault in 53% of these crashes and 4 were found to have mechanical defects listed as the crash causing factor.

COMMERCIAL FIELD ENFORCEMENT ANALYSIS

Southern Command Commercial Operations for the month of June, showed increases in most categories. Hazardous moving violations showed a 25% increase when compared to June 2003, and a 64% increase when compared to last month. Total safety inspections showed a 58% increase over June 2003, and 2% over last month. Hazardous moving violations and safety inspections are critical to the Nevada Highway Patrol's effort to reduce traffic crashes.

COMMERCIAL OPERATIONS

During the month of June 2004, the Southern Command Commercial Operations was staffed with two sergeants, one acting sergeant, eleven troopers, and four CVSI's. The acting sergeant is on administrative assignment. With one trooper medically retiring this month, the Southern Command Commercial Operations now has two trooper, and one sergeant vacancies. Six trooper positions are assigned to traffic and will be counted as administrative positions, and one Trooper is assigned to a full time back ground investigator position, also counted as an administrative position.

A new sergeant will report to Southern Command in September, assuming the sergeant duties that are currently handled by an acting sergeant.

Central Command:

April 04-

COMMERCIAL CRASH ANALYSIS

Crashes involving commercial vehicles increased substantially, 27.8% with 5 additional crashes. However, of the 23 total crashes involving commercial vehicles, 7 involved collisions with animals, 4 involved mechanical problems and 4 others were caused by high winds or medical problems with the driver. Of the 23, 8 were caused by driver error. Of these 8, 5 were the fault of the commercial vehicle driver and 3 were the fault of the driver of a passenger vehicle.

COMMERCIAL FIELD ENFORCEMENT ACTIVITY:

There was a decline in the number of vehicles inspected by Commercial Operations Personnel of 12.9%. There were, however, 579 inspections completed.

The ratios for commercial personnel remained consistent in most areas as compared to March. There was an average of 3 fewer inspections per position. The number of drivers placed "out of service" increased slightly while the number of vehicles placed "out of service" and dyed fuel inspections remained constant. Vehicles weighed declined substantially as compared to March, 25 fewer vehicles weighed.

Commercial personnel performed 579 inspections on commercial vehicles. This was a 12.9% decline from March. This then resulted in a decline in the number of violations discovered and the number of citations issued for safety violations. However, the number of drivers placed "Out of Service" increased by 47%, continuing the focus on the driver.

May 04-**COMMERCIAL CRASH ANALYSIS:**

On a positive note, crashes involving commercial vehicles declined by 21.7%. This decline reflects the Directed Enforcement efforts made by both Commercial and Traffic Operations. Also, crash data being entered into Cross Roads is up to date with all crashes handled in the Central Command being entered since starting the new program January 1, 2004.

COMMERCIAL FIELD ENFORCEMENT ACTIVITY:

Commercial personnel performed 675 inspections on commercial vehicles. This was a 16.6% increase from April. This resulted in a slight, 2.6%, increase in the number of vehicles placed out of service, and a 52.0% decline in drivers placed out of service.

June 04-**COMMERCIAL FIELD ENFORCEMENT ACTIVITY:**

Commercial personnel have a 28% decline in the number of vehicles inspected. The decline was due to an increase in the number of work hours lost from leave and training. If you look at the number of inspections compared to the total hours worked for the month, the average number of inspections per hour increased from 3.6 in May to 4.8 in June. Despite the decline in the total number of vehicles inspected, there was an increase in the number of citations issued for safety violations and an increase in the number of both vehicles and drivers placed "out of service." The number of trucks weighed decreased due to the semi-portable el-dec scales breaking down during the first week of June. Dyed fuel inspections were down due to the number of total inspections declining. Directed enforcement on secondary highways for dyed fuel was for 80 hours with 60 checks resulting in 2 dyed fuel violations. These were in Crescent Valley for a newer company in the area working for a local mine.

April 04-**FIELD ENFORCEMENT ANALYSIS:**

Commercial enforcement activity showed some increases and some decreases over the past month. The greatest gains were achieved in weight enforcement, primarily due to the return to serviceable status of scales. The number of trucks weighed increased by 75.6% from last month and by 343.4% over last year. Increases were also recorded in vehicles and drivers placed out of service for safety violations.

Hazardous moving violations are up by 10% over last month's activity. Eleven citations were issued in the month of April compared to the ten citations issued last month. Other Traffic Violations also increased by 72.7% over last month's activity. Last month, 22 citations were issued compared to 38 for the month of April.

STAFFING & WORK ANALYSIS:

Annual leave increased this month as compared to last month. Compensatory time increased by 67.9% as 212.75 hours were used this month as compared to 126.75 hours used last month. This is due to "Spring Break" from schools and Troopers using their annual time or compensatory time off for this time period. Sick leave decreased by 31.3% as compared to last month. Training decreased by 30% with 243.25 hours being used for this period as compared to 351.67 hours used for last month. Commercial Enforcement continues to have one vacancy. Total overtime hours increased over last month.

May 04 –**FIELD ENFORCEMENT ANALYSIS:**

Last month there were 434 inspections and May produced 380 inspections. This is attributed to the reduction of manpower due to other assignments.

The Commercial Enforcement Section assisted the Traffic Section by responding to 27 accidents in the month of May. Commercial enforcement spent 60.1 hours on accident investigations, two of which involved commercial motor vehicles. Commercial enforcement troopers handled one injury, one DUI, and two property damage accidents as well as assisted with one fatality.

There were 338 warnings issued this month by commercial enforcement and 242 total citations issued, showing that education through verbal warning while on traffic stops are higher than citations.

Northern Command, Commercial Enforcement Section continues to effectively cope with the various staff reductions and continues to perform effectively while working towards the goals and objectives as set by the agreement between the Federal Highway Administration and the State of Nevada.

Commercial enforcement produced 105 Level 1 inspections for the month. Level 1 Inspection goals achieved for the year is 65.09%.

Level 2/3 inspections produced during the month of May is 355, achieving 64.67% of the goals for the year.

STATEWIDE

Commercial enforcement troopers cited 15 hazardous moving violations for the month of May. This is a direct reflection of the time taken away from mobile roving enforcement and redirected towards the special programs and Division training needs required in May.

Total safety violations were decreased compared to last month's activity by 15.6%. Total safety repair orders were decreased by 28.6% as compared to last month's activity.

Vehicle placed out of service were increased by 39.9% from last year's activity and decreased by 20.5% from last month's activity. Drivers placed out of service were increased by 26.1% from last year's activity and decreased by 6.5% compared to last month's activity.

STAFFING & WORK ANALYSIS:

Annual leave decreased by 35.7% from last year and decreased by 33.9% from last month. Compensatory time decreased by 43.6% from last year and decreased by 75.2% from last month. Sick leave increased by 18.3% from last year and increased by 39.4% compared to last months reporting period. Training increased by 39.7% from last year's activity and increased 51.4% from last month's activity due to the Division's mandatory training requirements; Defensive Tactics, Range Master training, NEATS training, Cargo and Load Securement, ASPEN training as well as Safety Net training. Commercial Enforcement continues to hold one vacancy.

Total overtime hours increased by 27.8% compared to last year's activity and increased by 52.4% compared to last month's activity. A total of 174.91 hours were reported for May as compared to 114.75 hours claimed in April 2004.

June 04-

FIELD ENFORCEMENT ANALYSIS:

Commercial Enforcement Troopers cited 10 hazardous moving violations for the month of June. This is a decrease from last month's activity by 33% and a decrease from last year's activity by 54.5%. Again, this is a direct reflection of the time taken away from mobile roving enforcement and redirected towards the 72 hour check site that was held within the first 15 days in June.

There was a considerable increase of 150% in activity for all other traffic violations/citations for the month of June with 15 citations as compared to May with 6 citations issued. There was a decrease of 44.4% in activity for June 2004 in the annual comparison to June 2003. Commercial enforcement achieved 180 Level 1 Inspections for the month of June 2004. The Commercial Vehicle Safety Program (CVSP) Federal Fiscal yearly goal achievements set for Level 1 Inspections is 1650.

Thus far, Commercial Enforcement Section has achieved 1255 or 76.06% of the goals for the fiscal year. This is a 17% increase in achievement from last years achievement of 1072 Level 1 inspections. There are now 395 Level 1 inspections to be achieved in the next three months in order to meet the Federal Fiscal year end goals. Commercial Enforcement goal is to not only meet these goals, but exceed the Federal Fiscal goals.

The Commercial Enforcement Section achieved 486 Level II/III inspections for the month of June 2004. The Commercial Vehicle Safety Program (CVSP) goal achievements set for Level II/III inspections are 4,950. Thus far, the Commercial enforcement Section has achieved 3,640 inspections or 73.54% of the goals for the fiscal year. Compared to last year's achievement of 2,598 inspections completed, there is a 40% increase in this year's completed Level II/III inspections. After calculating the difference, Level II/III inspections were just short of achieving 75% of goal achievement by 73 inspections. Again, this is a direct result of manpower shortage due to the first 15 days dedicated to the 72 hours check site and days off.

Strike Team was scheduled for June and generated 33 Level II/III inspections. The teams patrolled US50A in the Fernley Fallon area with great success.

With the shortage in Level II/III inspection, it leaves 1,310 inspections to be achieved in the next three months in order to meet the Federal Fiscal year end goals. This will increase to the monthly CVSP goal achievement of 413 inspections per month to 436 inspections per month in order to make up the difference and meet the goals.

Total safety violations (citations) showed a decrease from last month's activity by 10.4% as well as a decrease from last year's activity by 40.2%

Total safety violations (repair orders) showed an increased from last month's activity by 37.7% and an increase from last year's activity by 33.6%.

Vehicles placed out of service increased by 1.1% from last month's activity and increased by 2.3% from last year's activity. Drivers placed out of service were decreased by 10.3% from last month's activity and decreased by 38.1% from last year's activity.

STAFFING & WORK ANALYSIS:

Annual leave increased by 82% as 183 hours were used this month as compared to 100.5 hours used last month during the same time period. Compensatory time increased by 129.4% as 121 hours were used this month as compared to 52.75 hours used last month. Sick leave increased by 19.2% as 167.50 hours were used this month compared to 140.5 hours used in May. Training decreased by 31.6% with 251 hours used for June 2004, as compared to 368.16 hours used from the month of May. Commercial Enforcement holds one vacancy for Sergeant, three vacancies for Trooper position and one vacancy in the CVSI position. One Trooper has been reassigned to Court Warrants Section and is expected to return back to Commercial Enforcement in August.

Total overtime hours increased by 41.2% over last month as 174.91 hours were used in May as compared to 247 hours claimed for the month of June.

Strike Team was scheduled for June and used 55 hours of 14.25% of the 386 hours provided for the Federal Fiscal Year. The teams patrolled US 50A in the Fernley Fallon area with great success.

Currently the Commercial Enforcement Section is operating with a 27.8% reduction of man power. This is being generated by several factors as indicted below. The Commercial Safety Inspector (CVSI) position is operating with a vacancy of 33.3% of the authorized positions.

- 1 – Trooper – Vacancy
- 1 – Trooper – assigned to Court Warrants
- 1 – Trooper promoted to Sergeant, Las Vegas
- 1 – Trooper – transferred to Traffic, Accident Reconstruction Team
- 1 Sergeant Vacancy
- 1 – CVSI – Vacancy

One Commercial Trooper is actively involved with the aircraft for speed enforcement, utilizing some overtime for this program. The Commercial Trooper utilizes his own time to achieve his pilot's license required to fly single engine land aircraft up to 12500 lbs. The Trooper is currently working towards obtaining flight hours in order to get a commercial license required to fly the Nevada Highway Patrol's plane, as well as to assist the Sergeant in the Pilot/Observer program.

One Trooper was sent to North American Standards training the first 15 days of June. Upon return, the Trooper started the certification process of completing the first 30 Level 1 inspections with a certified inspector, field training officer, or coach who evaluates the inspector for knowledge of the regulations and proficiency in the inspection process.

With the Commercial Enforcement Section manpower shortage of three Trooper positions, there will be an additional workload placed on the existing Commercial Troopers in order to keep the goals and objectives obtained until the position can be filled with qualified Troopers.

MOBILE COMMAND CENTER USE (MCC):

Southern Command – April (4) May (8) June (5).

Northern Command – April (6) May (4) June (5)

Central Command –The Reno MCC was used in Elko for the 72hour road check in June. The Elko MCC is temporarily assigned to Reno.

STAFFING (STATEWIDE)

The staffing numbers below are based on June/04 Regional SafeStat Reports

STAFFING	Authorized positions		Current positions staffed		Vacancy Rate	
	3rd Quarter FFY04	3rd Quarter FFY03	*Administrative Assignment	Field Operations	Positions Vacant	Vacancy Rate
Commercial [Tpr. & Sgt.]	59	65	11	41	7	12%
Southern Command	25	30	10	13	2	8%
Northern Command	18	19	1	16	1	6%
Central Command	16	16	0	12	4	25%
Commercial CVSI	9	10	2	7	0	0%
Southern Command	4	5	3	1	0	0%
Northern Command	3	3	0	2	1	0%
Central Command	2	2	0	2	0	0%
OVERTIME	Hours used				Total Hours Available	% Used
Strike Force Hours	252				1015	25%
**72 hour road check	779				779	100%

*Administrative assignment – non field enforcement could include: TDY, academy, staff assignments, & special assignments

**It should be noted the budget for the four 72 hour road checks was based on overtime from previous 72 hours road checks. The first 72 hour road check exhausted all of the overtime hours.

Breakdown of Commercial Personnel, all personnel unless otherwise noted are paid using state funds.

NAME**POSITION****HEADQUARTERS:**

Bainter, William
 Griswold, Steve
 Hamilton, Michelle
 Orvis, Scott
 Shaw, Terry
 Gould, Linda
 Redican, Thomas

Lieutenant
 Sergeant
 Analyst (MCSAP)
 Network (MCSAP)
 PAII (MCSAP)
 PAII (MCSAP)
 CVSI (MCSAP)

NORTHERN COMMAND:

Johnson, Carl	Lieutenant
Harney, Ed	Sergeant
Fisher, Gary	Sergeant
1. Sherven, John	Trooper
2. Harmon, Brent	Trooper
3. Bowers, Jeff	Trooper
4. Brown, Wes	Trooper
5. Lindley, Troy	Trooper
6. Lund, Wayne	Trooper
7. Gyll, Michael	Trooper
8. Sherven, Janay	Trooper
9. Brooks, Tom	Trooper
10. McGrath, Lori	Trooper
11. Roberson, Opi	Trooper
12. Hunter, Graham	Trooper
13. Smith, Brad	Trooper
14. Stone, Carl	Trooper
Lommel, John	CVSI
Lewis, Leiland	CVSI

CENTRAL COMMAND:

Johnson, Gary	Lieutenant
Jackson, Randall	Sergeant
Baughman, Roy Jr.	Sergeant
1. McAllister, Mark	Trooper
2. Raftery, Bill	Trooper
3. Coy, Earl	Trooper
4. Timm, Michael	Trooper
5. Edwards, George	Trooper
6. Anthony Carlo	Trooper
7. Ray, Robert	Trooper
8. Privett, Leon	Trooper
9. Salopek, Jenny	Trooper
10. Whitfield, John	Trooper
Jameson, Mike	CVSI
Mawson, Dan	CVSI

SOUTHERN COMMAND:

Weatherford, Harvey
Smith, Joe
Wick, Wayne
Roll, Kenneth

Lieutenant
Sergeant
Sergeant
Acting Sergeant

1. Brannum, James
2. McKenna, Michael
3. Fazio, Donald
4. Snow, Jeff
5. Beringer, Scott
6. Villas, Felix
7. Bell, Santo
8. Dinglasan, Vince
9. Timms, Reggie
10. Ferrara, Ronald

Trooper
Trooper
Trooper
Trooper
Trooper
Trooper
Trooper
Trooper
Trooper
Trooper

Heimback, Frank
Angelone, Lisa

CVSI (MCSAP)
PAII (MCSAP)

STATE ENFORCEMENT ACTIVITY

Analysis and review of current reporting period, versus same period in the previous federal fiscal year, versus commercial goals if applicable, data collected from Goal Achievement and Regional SafeStat Reports

	FFY04 3rd Quarter 2004	FFY03 3rd Quarter 2003	Year To Date		FFY04 Commercial Goals	% Goal Achievement
Hazardous Moving Violations (Statewide)	235	363	709		N/A	
Other Traffic Violations (Statewide)	602	967	1695		N/A	
School Buses (Statewide)	593	1150	2995		N/A	
School Buses SC	126	673	1750		N/A	
School Buses NC	350	271	923		N/A	
School Buses CC	117	206	322		N/A	
School Buses Out of Service (Statewide)	230	192	637		N/A	
Trucks Weighed (Statewide)	5087	2359	7497		6301	118.98%
Trucks Weighed SC	3342	1006	4108		2395	171.52%
Trucks Weighed NC	1319	964	1951		2079	93.84%
Trucks Weighed CC	426	389	1438		1827	78.71%
Time Weighing Trucks Secondary (Statewide)	1831	2308	6222		8000	77.78%
Time Weighing Trucks Secondary SC	741	1328	2779		3040	91.41%
Time Weighing Trucks Secondary NC	628	453	1818		2640	68.86%
Time Weighing Trucks Secondary CC	462	527	1625		2320	70.04%
Overweight Citations (Statewide)	242	208	417		N/A	
Dyed Fuel Inspections (Statewide)	5065	4760	14224		N/A	
Dyed Fuel Inspections SC	NA*	NA*	NA*		N/A	
Dyed Fuel Inspections NC	NA*	NA*	NA*		N/A	
Dyed Fuel Inspections CC	NA*	NA*	NA*		N/A	
Dyed Fuel Citations (Statewide)	13	11	32		N/A	
Dyed Fuel Citations SC	NA*	NA*	NA*		N/A	
Dyed Fuel Citations NC	NA*	NA*	NA*		N/A	
Dyed Fuel Citation CC	NA*	NA*	NA*		N/A	
Tow Companies (Statewide)	57	55	185		62	298.39%
Tow Companies SC	13	7	27		24	112.50%
Tow Companies NC	42	47	113		23	491.30%
Tow Companies CC	2	1	45		15	300.00%

NA* Data not available

N/A Not applicable

STATE SAFESTAT SUMMARIES BY REGION

Data Source: Regional SafeStat reports as it applies to commercial statewide goals & activities.

Southern Command Summaries:

April 04 –

The Southern Command was without our semi-portable scales for most of this year. The scales have been repaired, resulting in an increase of 123% trucks weighed or 74.4 trucks weighed by position, as compared to 36.1 trucks weighed per position in March.

May 04 –

Total trucks weighed increased 57% compared to March, they have increased by 123% as compared to April 2003. Overweight citations have decreased 72%, reflecting that we are weighing more vehicles, but finding fewer that are operating overweight. Vehicles placed out of service have decreased by 39%, and drivers placed out of service by 49%.

Central Command Summaries:

April 04 –

Dyed fuel inspections continue to be a priority in the Central Command. During April there were 569 inspections performed, 134 of which were on secondary roadways, with no violations discovered.

The number of trucks weighed declined substantially. This trend continues and is being addressed through first line supervisors. Dyed fuel enforcement continues with 80 hours of directed enforcement on secondary highways resulting in 87 inspections with no violations found. There were a total of 134 dyed fuel inspections completed on secondary roadways, again with no violations discovered.

May 04 -

The number of trucks weighed increased substantially by 682% or 355. Dyed fuel enforcement continues with 110 hours of directed enforcement on secondary highways resulting in 221 inspections with no violations found. Overall, there were a total of 624 dyed fuel inspections completed on all roadways, again with no violations discovered.

Northern Command**April 04 –**

Overweight citations increased by 123.8% from last year's achievements and decreased by 11.3% over last month's figures. There were a total of 47 citations issued for violations of weight laws in the month of April. There were 53 citations issued in the month of March and a total of 21 citations issued in April of 2003.

There were 109 school buses inspected this month. This is a 27.8% decrease over last month's activity of 151 buses inspected. Total school buses placed "out of service" for the month of April was 25 buses. This is a 92.3% increase over last year's activity of 13 buses placed "out of service" and a decrease over last month's activity by 13.8%. To date Commercial Enforcement has inspected 680 buses for the State Program goals.

May 04-

Dyed fuel enforcement inspections decreased by 12.4% compared to last month and increased 96.9% compared to last year's activity.

The Nevada Department of Transportation (NDOT) ELDEC platform scales have been utilized this month along with the portable scales. Total trucks weighed showed a decrease compared to last month's weights by 42.2%. May produced 553 trucks weighed compared to 956 in April. There were 480 trucks weighed on the interstate highways as well as 75 trucks weighed on secondary roadways. Although totals for weighing trucks has decreased by 42% this month commercial enforcement has achieved 99.47% of the yearly goals for the state program, this is well above the required goal to be achieved of 66.4%. Time Spent enforcing weight violation by commercial enforcement, on secondary roadways has now reached 60.31%

Overweight citations decreased by 51.1% this month as compared to last month's activity. There were a total of 23 citations issued for violations of weight laws in May as compared to 47 citations for overweight trucks in the month of April. This is again, a direct result of decreased activity from special programs required and division training requirements this month.

There were 125 school buses inspected this month, as compared to 109 school buses inspected in April. This is a 14.7% increase compared to last month's activity. A Commercial Vehicles Safety Inspector (CVSI) who conducted school bus inspections was promoted into another program in Carson City and only worked on the school bus program on day this month. Other CVSI's pulled together and completed the rest of the school buses for the month. There were 38 school buses for the state program goals.

June 04-

The school bus inspection program is based off of an annual year report. The Commercial Vehicle Safety Inspectors (CVSI's) are now done with the bi-annual year's goals. The CVSI's started on the second half of the year's school bus inspection at 75% program prior to the end of June, getting a head start on the next bi-annual goals. With this, also starts the inspection process for the Carpenter School Buses for the roof defect that was determined in October of 2003. The inspection time for these buses are almost twice the time as it takes to do the other school buses and doubles the CVSI's efforts in order to achieve goals and keep safety issues in mind. Commercial Enforcement was able to weigh 137 commercial vehicles for the month of June 2004.

Weight enforcement activity consisted of 16 commercial vehicles weighted on the Interstate and 121 commercial vehicles weighted on secondary roadways. Total, Trucks Weighed showed a decrease of 75.2% over last month's weight activity and a decrease over last years activity by 72.5%. Trucks weighed on the Interstate Highways have a State Program Achievement Goal set at 2,079. Although this month's activity show a large decrease, the achievement thus far for the year is already at 93.84% of the Federal Fiscal year's goal with 1,951 vehicles weighed. Commercial Enforcement will continue to be diligent with its weighing activities, in order to reduce damage to the roadways and provide a reduction of safety hazardous for the motorist on Nevada highways.

Overweight citations increased by 4.3% this month as compared to last month's activity. There were a total of 24 citations issued for violations of weight laws in the month of June 2004 as compared to 23 citations fro overweight in May 2004 and 27 citations written in June 2003.

RATIOS – ACCIDENT AND ENFORCEMENT

Ratio of inspections and enforcement per staffed Trooper & CVSI position

INSPECTION / ENFORCEMENT RATIOS	FFY04 3rd Quarter	FFY03 3rd Quarter
* Hazardous moving violations - citations	6.91	11.34
* Other traffic violations - citations	17.71	30.22
Total safety inspections [all levels]	136.59	124.60
* Total safety violations -- citation	57.18	89.66
Average safety violations per inspection -- citation	0.35	0.55
Total safety violations -- repair order	304.00	399.52
Average safety violations per inspection -- repair order	0.45	0.31
Total vehicles placed "Out of Service"	21.83	19.21
Average vehicles placed OOS per inspection	0.16	0.15
Total drivers placed "Out of Service"	8.71	11.24
Average drivers placed OOS per inspection	0.06	0.09
Total school buses inspected	14.46	27.38
Total school buses placed "Out of Service"	0.39	0.17
* Total trucks weighed	149.62	73.72
* Total overweight citations	7.12	6.50
* Total dyed fuel inspections	148.97	148.75
* Total dyed fuel citations	**N/A	

*Sworn Commercial personnel only

**N/A Data not available

FFY 04 3rd Quarter based on 34 Trooper & 7 CVSI Field Positions, Data source
June 04 Regional SafeStat Reports

FFY 03 3rd Quarter based on 32 Trooper & 10 CVSI Positions, Field & Admin
Positions were not tracked in 03, Data Source 03 Statewide Commercial Report

SFY04 Performance Indicators	PROJECTED	ACTUALS 7/1/03-12/31/03 SFY04
Ration of commercial vehicles inspected to the number placed "out of service;" Statewide	6.8:1	7.4:1
Number of school buses inspected; Northern Command	923	731
Number of school buses inspected; Central Command	322	130
Number of school buses inspected; Southern Command	1,750	1,219
Ration of all Crashes to number of crashes involving a commercial vehicle Statewide	15.9:1	17:1

Note: The above performance indicators are from the SFY 04/05 Legislative Budget.

UPCOMING EVENTS

Operation Brake Check

September 1, 2004

Commercial enforcement Training at the Academy

July 6-18, 2004

Nevada Highway Patrol

555 Wright Way
Carson City, Nevada
89711

PHONE:
(775) 687-5300

Colonel David Hosmer
Chief, Nevada Highway Patrol
Department of Public Safety

***Report Preparation and file location,
K:\groups\NHP\Federal Projects\1 fy-04\SafeStat Reports\3rd quarter
commercial report.doc***

Michelle Hamilton
Grant Analyst
Nevada Highway Patrol

STATEWIDE